

## EXHIBIT F

### PRESURVEY NOTIFICATION FORM

Applicant/Permittee's Mailing Address:

Date: 5/8/18

Tim Elfers

Jurisdiction: Federal \_\_\_\_ State X Both \_\_\_\_

USGS

Pacific Coastal and Marine Geology

If State: Permit #PRC 8394

2885 Mission Street

Region: III

Santa Cruz, CA 95060

Area: Half Moon Bay, CA

### GEOPHYSICAL SURVEY PERMIT

Check one: X New survey \_\_\_\_ Time extension of a previous survey

U.S.G.S. Pacific Coastal and Marine Geology (Applicant/Permittee) will conduct a geophysical survey offshore California in the survey area outlined on the accompanying navigation chart segment. If you foresee potential interference with commercial fishing or other activities, please contact the person(s) listed below:

#### FEDERAL WATERS (outside 3 nautical miles)

- 1) Applicant's representative: N/A
- 2) Federal representative: (e.g., Bureau of Ocean Energy Management [BOEM] or National Science Foundation [NSF])

NOTE: Any comments regarding potential conflicts in Federal waters must be received by the Applicant's Representative and lead Federal agency within ten (10) days of the receipt of this notice.

#### STATE WATERS (Inside 3 nautical miles)

- 1) Permittee's representative: Tim Elfers
- 2) CSLC representative: Richard Greenwood

NOTE: Any comments regarding potential conflicts in State waters should be received as soon as possible by the Permittee's representative, no more than fifteen (15) days after the receipt of this notice.

This notice is for one 1-day survey between May 23 and July 20, 2018 to establish baseline bathymetric data prior to a planned Army Corps of Engineers sand nourishment of Surfers Beach, immediately south of the Pillar Point Harbor breakwater. The survey will be conducted within the proposed dates of operation based on tides and surf/weather conditions.

1. Expected Dates of Operation: May 23 – July 20 (except weekends or holidays).
2. Hours of Operation: 6AM to 5PM (daylight hours only)
3. Vessel Names: Personal Watercraft - Jet Skis (Green and Black)
4. Vessel Official Number: A1957E616, A0342A616

5. Vessel Radio Call Sign: None Assigned
6. Vessel Captain's Name: Timothy Elfers, Daniel Hoover
7. Vessel will monitor Radio Channel(s): 82a,16
8. Vessel Navigation System: Differential GPS
9. Equipment to be used:
  1. Odom Echotrac Bathymetric Echo Sounder
    - a. Frequency (Hz, kHz): 200 kHz
    - b. Source level: (dB re 1  $\mu$ Pa at 1 meter (m) (rms): 93 dB RMS
    - c. Number of beams, across track beam width, and along track beam width:  
1 beam, 9° conical beam. 5m along track, 5m across track
    - d. Pulse rate and length: 4.5-13.5 pps at 34-500  $\mu$  seconds depending on water depth.
    - e. Rise time: 7  $\mu$  seconds
    - f. Estimated distances to the 190 dB, 180 dB, and 160 dB re 1 uPa (rms) isopleths,  
190 dB: <1M; 180 dB: <1M; 160 dB: <1M

These estimates are based on the underwater sound propagation equation:

$$RSPL = SL - 20 \log (R/R_o) - AR, \text{ where}$$

RSPL=received sound potential level  
 SL= RMS source level re. 1 uPa (rms) based on manufacturer's specifications  
 R= Distance  
 Ro= Reference Distance (1 m)  
 A= sound absorption coefficient

    - g. Deployment depth: 0.25 m
    - h. Tow speed: 4 knots
    - i. Approximate length of cable tow: 0

Applicant's Representative:  
 Tim Elfers  
 US Geological Survey  
 2885 Mission Street  
 Santa Cruz, CA 95060  
 831-460-7479

California State Lands Representative:  
 Richard B. Greenwood  
 Statewide Geophysical Coordinator  
 200 Oceangate, 12th Floor  
 Long Beach, CA 90802-4331  
 (562) 590-5201

BOEM Representative:  
 Joan Barminski  
 Chief, Office of Reservoir & Production  
 770 Paseo Camarillo  
 Camarillo, CA 93010  
 (805) 389-7707

**HALF MOON BAY**

**CALIFORNIA**

**HALF MOON BAY**

**Scale 1:20,000 at Lat. 37°29'**

**North American Datum of 1983**  
(World Geodetic System 1984)

**SOUNDINGS IN FEET**  
AT MEAN LOWER LOW WATER

**Additional information can be obtained at nauticalcharts.noaa.gov**

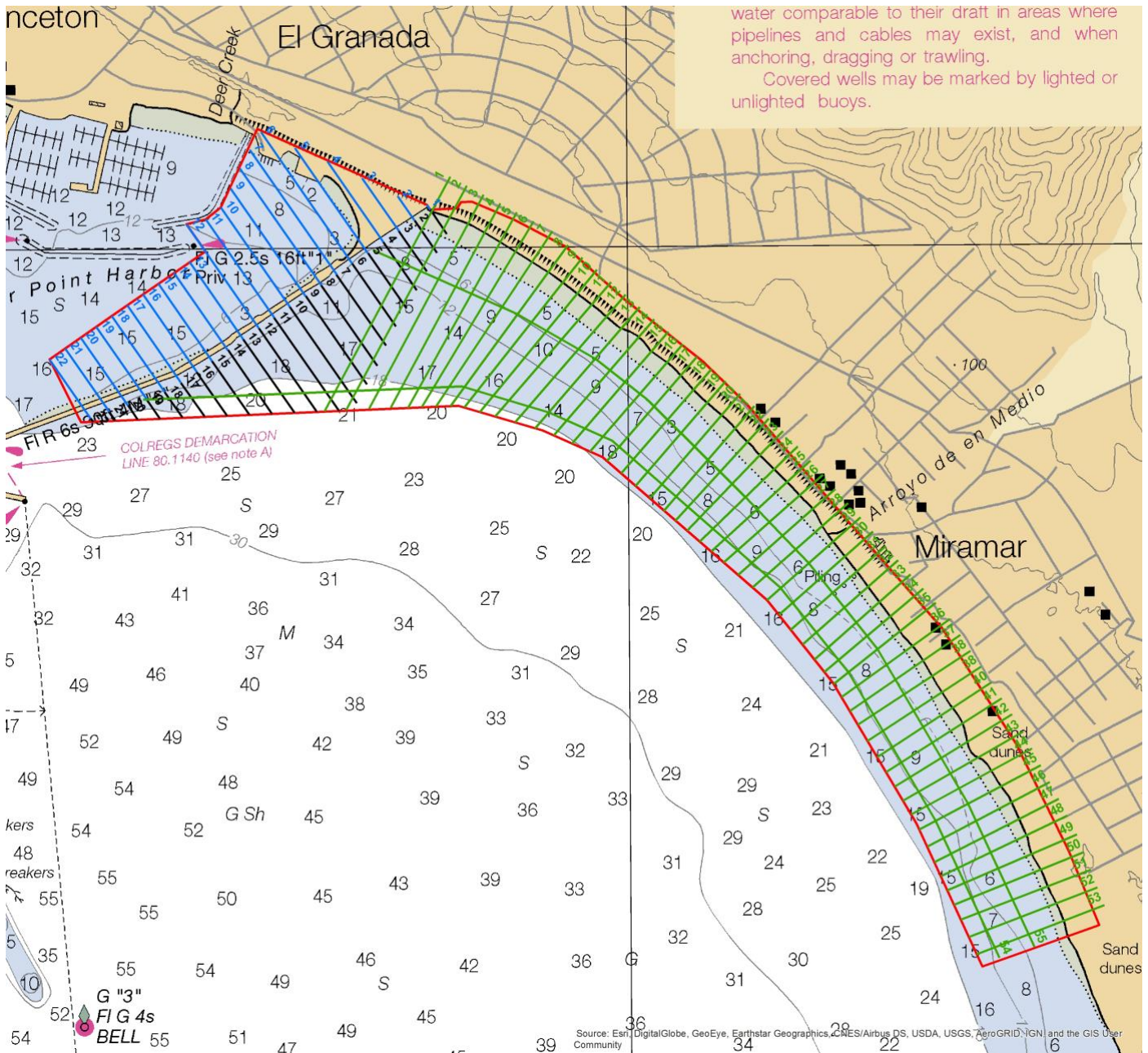
**SCALE 1:20,000**

**Source:** Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Source: Esri, DigitalGlobe, GeoEye, Earthstar, Geographic, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



## Detail Map of Study Area



The survey area is bounded by the coordinates:

Upper L: 37.503, -122.484

Lower L: 37.483, -122.484

Upper R: 37.503, -121.788

Lower R: 37.483, -121.788

## Survey track line coordinates

### 1. Breakwall lines inside harbor (1-22)

Line No.	Start Line		End Line	
	LON	LAT	LON	LAT
1	-122.47255	37.50091	-122.47265	37.50103
2	-122.47302	37.50065	-122.47353	37.50124
3	-122.47349	37.50040	-122.47459	37.50167
4	-122.47396	37.50014	-122.47561	37.50207
5	-122.47443	37.49989	-122.47659	37.50240
6	-122.47489	37.49964	-122.47759	37.50278
7	-122.47536	37.49938	-122.47794	37.50236
8	-122.47582	37.49913	-122.47824	37.50192
9	-122.47629	37.49887	-122.47851	37.50144
10	-122.47676	37.49862	-122.47881	37.50099
11	-122.47723	37.49836	-122.47926	37.50072
12	-122.47769	37.49811	-122.47984	37.50060
13	-122.47816	37.49785	-122.47975	37.49970
14	-122.47862	37.49760	-122.48022	37.49945
15	-122.47909	37.49734	-122.48069	37.49919
16	-122.47956	37.49709	-122.48115	37.49894
17	-122.48003	37.49683	-122.48162	37.49868
18	-122.48052	37.49661	-122.48208	37.49843
19	-122.48106	37.49645	-122.48255	37.49817
20	-122.48162	37.49630	-122.48302	37.49792
21	-122.48217	37.49614	-122.46682	37.49766
22	-122.48273	37.49599	-122.46728	37.49741

2. Breakwall lines outside harbor (1-22)

Line No.	Start Line		End Line	
	LON	LAT	LON	LAT
1	-122.47206	37.50033	-122.47256	37.50093
2	-122.47236	37.49988	-122.47303	37.50067
3	-122.47267	37.49945	-122.47349	37.50041
4	-122.47297	37.49900	-122.47397	37.50016
5	-122.47328	37.49856	-122.47442	37.49989
6	-122.47360	37.49814	-122.47489	37.49964
7	-122.47390	37.49769	-122.47537	37.49939
8	-122.47416	37.49721	-122.47583	37.49914
9	-122.47447	37.49677	-122.47629	37.49888
10	-122.47478	37.49632	-122.47677	37.49863
11	-122.47531	37.49614	-122.47724	37.49836
12	-122.47597	37.49612	-122.47769	37.49811
13	-122.47664	37.49610	-122.47817	37.49786
14	-122.47731	37.49608	-122.47862	37.49761
15	-122.47798	37.49606	-122.47910	37.49735
16	-122.47865	37.49604	-122.47956	37.49709
17	-122.47932	37.49602	-122.48003	37.49683
18	-122.47999	37.49600	-122.48051	37.49661
19	-122.48066	37.49598	-122.48107	37.49645
20	-122.48132	37.49596	-122.48162	37.49630
21	-122.48199	37.49594	-122.48218	37.49616
22	-122.48266	37.49591	-122.48274	37.49599

### 3. Beach and alongshore lines (1-55)

Line No.	Start Line		End Line	
	LON	LAT	LON	LAT
1	-122.47195	37.5017	-122.47575	37.49613
2	-122.47145	37.50148	-122.47510	37.49617
3	-122.47097	37.50127	-122.47442	37.49618
4	-122.47047	37.50105	-122.47377	37.4962
5	-122.46997	37.50083	-122.47325	37.4962
6	-122.46947	37.50062	-122.47283	37.49622
7	-122.46890	37.50038	-122.47242	37.49623
8	-122.46843	37.50005	-122.47198	37.49623
9	-122.46802	37.49977	-122.47157	37.49622
10	-122.46758	37.49947	-122.47112	37.4961
11	-122.46717	37.49917	-122.47065	37.49598
12	-122.46673	37.49887	-122.47005	37.49585
13	-122.46632	37.49857	-122.46947	37.4957
14	-122.46588	37.49828	-122.46890	37.49553
15	-122.46547	37.49798	-122.46837	37.49533
16	-122.46503	37.49768	-122.46782	37.49513
17	-122.46462	37.49738	-122.46732	37.49492
18	-122.46418	37.49708	-122.46690	37.49462
19	-122.46375	37.4968	-122.46647	37.49432
20	-122.46333	37.4965	-122.46605	37.49403
21	-122.46290	37.4962	-122.46563	37.49372
22	-122.46248	37.4959	-122.46528	37.49348
23	-122.46205	37.4956	-122.46493	37.49325
24	-122.46162	37.49523	-122.46457	37.49298
25	-122.46123	37.4949	-122.46422	37.49275
26	-122.46087	37.49455	-122.46385	37.49248
27	-122.46050	37.49422	-122.46342	37.49218
28	-122.46013	37.49388	-122.46298	37.49188
29	-122.45975	37.49353	-122.46257	37.49158
30	-122.45938	37.4932	-122.46220	37.49123
31	-122.45902	37.49287	-122.46187	37.49087
32	-122.45863	37.49252	-122.46150	37.49052
33	-122.45827	37.49218	-122.46115	37.49017
34	-122.45790	37.49183	-122.46085	37.48987
35	-122.45752	37.4915	-122.46058	37.48958
36	-122.45710	37.49112	-122.46035	37.48927
37	-122.45680	37.49073	-122.46010	37.48893
38	-122.45648	37.49035	-122.45987	37.48862
38	-122.45618	37.48998	-122.45958	37.48822
40	-122.45587	37.4896	-122.45930	37.48783
41	-122.45557	37.48922	-122.45903	37.48748
42	-122.45527	37.48883	-122.45878	37.48713

43	-122.45493	37.48842	-122.45853	37.4868
44	-122.45467	37.48802	-122.45830	37.48647
45	-122.45442	37.48762	-122.45805	37.4861
46	-122.45415	37.48722	-122.45782	37.4857
47	-122.45388	37.48682	-122.45762	37.48533
48	-122.45362	37.48642	-122.45742	37.485
49	-122.45333	37.48597	-122.45723	37.48465
50	-122.45313	37.48555	-122.45703	37.48432
51	-122.45293	37.48513	-122.45683	37.48397
52	-122.45273	37.48472	-122.45658	37.48355
53	-122.45253	37.48428	-122.45637	37.48313
54	-122.45568	37.48305	-122.48115	37.49643
55	-122.45463	37.4833	-122.47428	37.49997



## **EXHIBIT G**

### **California State Lands Commission Presurvey Notice Requirements for Permittees to Conduct Geophysical Survey Activities**

All parts of the Presurvey Notice must be adequately filled out and submitted to the CSLC staff a minimum of twenty-one (21) calendar days prior to the proposed survey date to ensure adequate review and approval time for CSLC staff. Note that one or more of the items may require the Permittee to plan well in advance in order to obtain the necessary documentation prior to the Notice due date (e.g., permits from other State or Federal entities). Please use the boxes below to verify that all the required documents are included in the Presurvey Notice. If "No" is checked for any item, please provide an explanation in the space provided. If additional space is needed, please attach separate pages.

Please use the boxes below to verify that all the required documents are included in the Presurvey Notice. If "No" is checked for any item, please provide an explanation in the space provided. If additional space is needed, please attach separate pages.

Yes	No	
X	<input type="checkbox"/>	Geophysical Survey Permit Exhibit F
X	<input type="checkbox"/>	Survey Location (including a full-sized navigation chart and GPS coordinates for each proposed track line and turning point) Explanation: _____
<input type="checkbox"/>	<input type="checkbox"/>	Permit(s) or Authorization from other Federal or State agencies (if applicable) Explanation: _____
X	<input type="checkbox"/>	21-Day Written Notice of Survey Operations to Statewide Geophysical Coordinator/
X	<input type="checkbox"/>	U.S. Coast Guard Local Notice to Mariners
X	<input type="checkbox"/>	Harbormaster and Dive Shop Notifications Explanation: _____
X	<input type="checkbox"/>	Marine Wildlife Contingency Plan Explanation: _____
X	<input type="checkbox"/>	Oil Spill Contingency Plan Explanation: _____
<input type="checkbox"/>	X	Verification of California Air Resources Board's Tier 2-Certified Engine Requirement Explanation: <i>Vehicle engines are gasoline fueled and exempt from Tier 2 Certification</i>
X	<input type="checkbox"/>	Verification of Equipment Service and/or Maintenance (must verify sound output) Explanation: _____
<input type="checkbox"/>	X	Permit(s) or Authorization from California Department of Fish and Wildlife for surveys in or affecting Marine Protected Area(s) (if applicable). Explanation: _____

NOTE: CSLC staff will also require verification that current biological information was obtained and transmitted as outlined in Section 5 of this permit

**Marine Wildlife Mitigation Plan  
Half Moon Bay Bathymetric Surveys**

**(May 23, 2018 – July 20, 2018)**

**1.0 INTRODUCTION**

This marine wildlife mitigation plan is prepared in compliance with the USGS Pacific Coastal and Marine Geology Science Center's existing State Geophysical Permit PRC 8394. This plan is intended to provide guidance to USGS vehicle operators and scientific field personnel collecting geophysical data for the Pacific Coastal and Marine Geology Science Center (PCMSC) in Santa Cruz, CA to avoid significant impacts to marine wildlife that may occur during regular geophysical surveys.

**1.1 Regulatory Basis**

Species that are either currently in danger or soon likely to be in danger of extinction throughout all or a portion of its range are protected by the Endangered Species Act of 1973. The United States Fish and Wildlife Service (USFWS), and the National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS) implement the Endangered Species Act. During the consultation with NMFS to issue a permit for the offshore geophysical survey, it was determined no incidental take permits are required to use the equipment identified in this document to conduct scientific data acquisition in federal waters offshore of the California coast.

**1.2 Geophysical Survey Purpose and Objectives**

In collaboration with the U.S. Army Corps of Engineers (ACoE), the USGS Pacific Coastal and Marine Science Center is studying the effects of waves, currents and human activity on the coastline and adjacent seabed in Half Moon Bay. The shoreline in Half Moon Bay south of Pillar Point Harbor has experienced significant erosion since construction of the harbor breakwater, and ACoE is planning a beach nourishment using sand accumulated inside the Harbor, just north of the breakwater. ACoE has requested USGS support to obtain baseline bathymetry and beach topographic data prior to the nourishment, and to perform post-nourishment surveys to obtain quantitative data on beach recovery and subsequent evolution of the nourishment material. The overall goal of USGS research efforts is to identify and quantify the physical processes that control nearshore sediment transport and beach morphology, enabling government and other agencies to make the most informed management decisions possible.

PCMG will contact the NOAA Long Beach Office staff and local whale-watching operations to acquire information on the current composition and relative abundance of marine wildlife offshore as well as any pinniped haul out sites. The peak whale season is February - May in the San Francisco Bay Region. One day prior to survey activities, the NOAA Long Beach office, local whale watching operations will be contacted to get an update on marine wildlife sightings in the area. This information will be conveyed to the captain and crew prior to the survey.

A review of environmental responsibility of project operations will be conducted by the chief scientist in charge of the survey operations prior to commencing the first day of

operations. When new personnel will be in the crew, this training will be repeated at least for those new to the crew. They will be made aware of their individual responsibility and will be shown how to be aware of possible environmental impacts and how to mitigate them during the geophysical survey operations. Information relating to seasonality, as an indication of the types of animals that might be in our survey area, at the time of survey work will also be presented to the crew. A copy of this document will be provided to the crew of our survey vehicles.

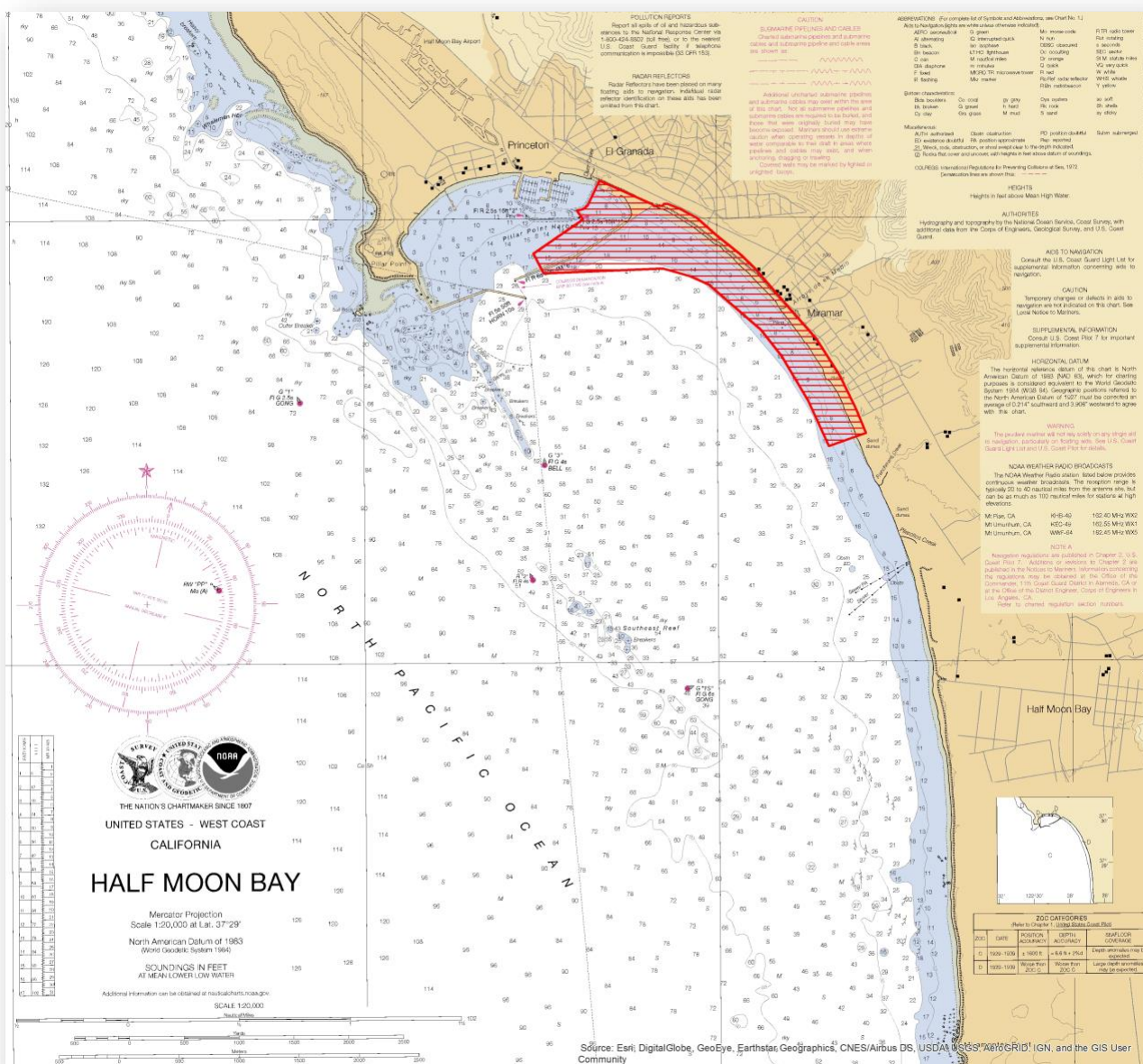
All personnel will be expected to be consistently aware that they are to be alert to any presence of marine wildlife while they are performing their duties. There are a number of signs/indications of marine wildlife presence and each crewmember will be responsible to maintain vigilance for those signs within the constraints of their project duties. Some of those indications are:

- a. Sounds - such as splashing, vocalizations (by animals and birds), and blowing (breathing).
- b. Visual indications - birds aggregating, changes in water character such as areas of rippled water, white water caused by splashing, changes in color or shape of the ocean surface

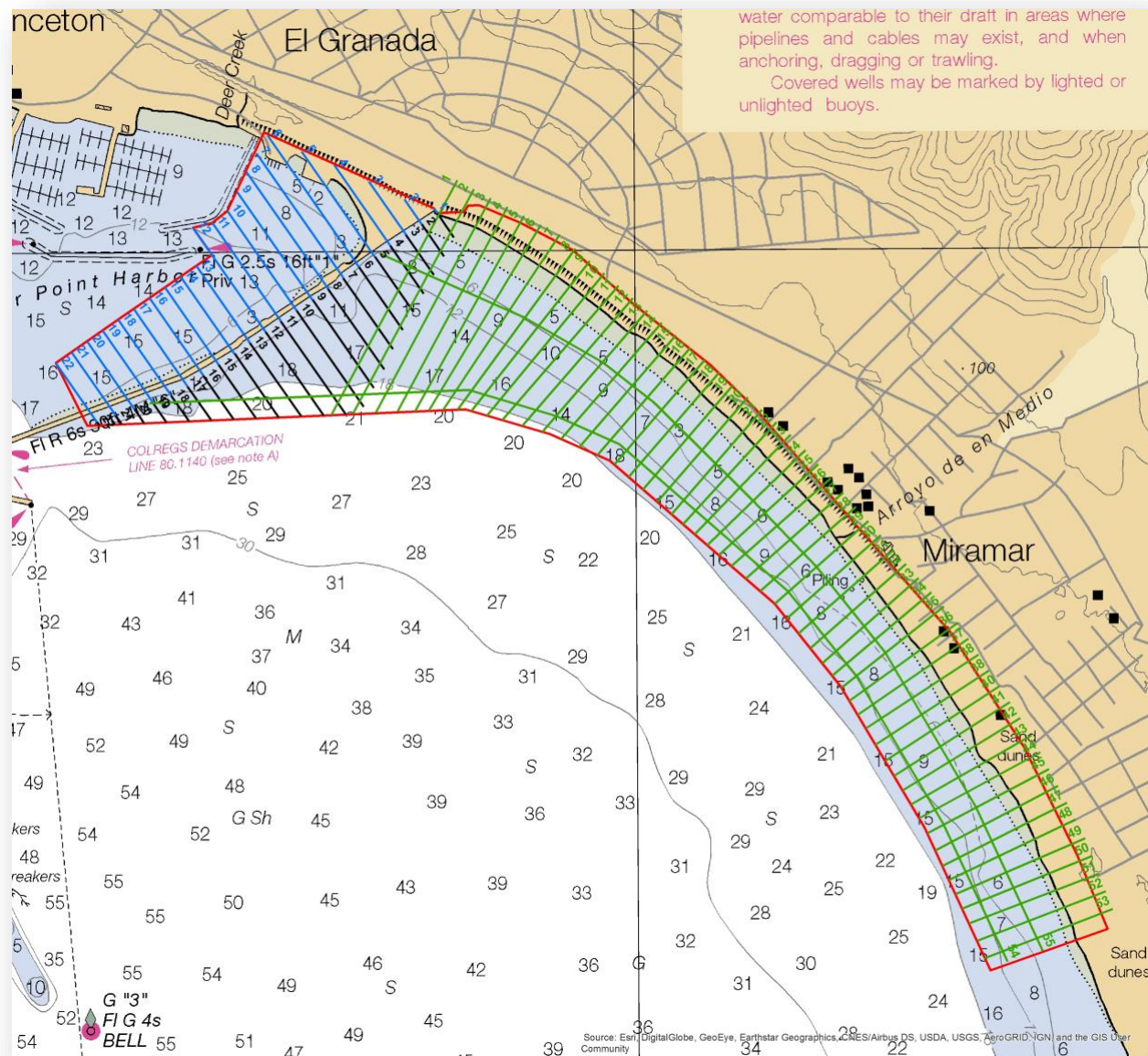
### **1.3 Survey Schedule and Layout**

The project window will be from May 23, 2018 to July 20, 2018. One 1-day survey will be conducted during this time period. Survey vehicles will be launched from Half Moon Bay marina and will transit at safe speeds to the survey locations. For safety reasons, the survey vehicles are always used in tandem (two at a time) with personnel support on the adjacent beach. Surveys normally will be conducted during high tides, and across-shore transects will be surveyed from the surf zone (about 1 m depth) to 1-2 km offshore. Survey vehicle operators will operate on survey lines only when conditions are safe and swimmers, paddlers, and wildlife are not present. Data collected in this region are critical however, as most of the sand movement in nearshore areas occurs at shallow depths (Figure 2). Sediment volume changes will be calculated from profile data to determine the rates of net sediment transport between different reaches of the beach, as well as the rates of net on- or offshore transport. This will aid in determining littoral drift rates and in constructing a sediment budget for the system.

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Marine Wildlife Mitigation Plan – Ocean Beach Study*



### Figure 1. Regional Map of Survey Area



**Figure 2. Detail Map of Survey Area**



## 2.0 Survey Equipment and Activities

Nearshore mapping would utilize two USGS Coastal Profiling Systems (CPS), which consist of a personal watercraft instrumented with GPS-based mapping systems and fathometers. CPS are not operated in high surf (generally greater than 5 feet) or in difficult weather conditions such as fog or rain. All CPS operators are USGS employees, insured, and safety-certified by the U.S. Department of Interior.

PCMSC proposes to use the following equipment to collect the required data:

- Odom Echotrac CV100 echo sounder using a 200 kHz, 9° downward conical beam transducer

The proposed survey will require the use of a marine vehicle and in-water equipment that generate noise during data acquisition. The results of modeling of the noise generated by the survey equipment is shown in Table 1. Those results indicate that operational source level used for these surveys is less than 160 dB at any range.

**Table 1. Distances to Received Pressure Levels from Equipment Sound Source**

Sounder System	Frequency (kHz)	Source Level (dB peak)	Source Level (dB rms)	Distance to SL160 dBrms (meters)	Distance to SL 180 dB (rms) (meters)	Distance to SL190 dB (rms) (meters)
Odom Echotrac CV100 Echo Sounder	200 kHz	109	93	<1	<1	<1

These estimates are based on the underwater sound propagation equation:

$RSPL = SL - 20 \log(R/R_o) - AR$  where,

RSPL=Received sound potential level

SL= RMS source level re. 1 uPa (rms) based on manufacturer's specifications

R= Distance

R<sub>o</sub>= Reference Distance (1 m)

A= sound absorption coefficient

The greatest distance from the sound source to the 160 dB level (<1 m) for the proposed equipment) is considered the "safety zone" for this equipment. However, because the operating frequency of 200 kHz is above the cutoff hearing threshold for marine mammals, CSLC has determined that the observance of the "safety zones" is not a requirement for this survey (personal communication, K. Keen, CSLC).



### 3.0 Marine Wildlife

#### 3.1 Marine Wildlife

The following discusses the marine wildlife that have been recorded within the project region, those taxa that are most likely to be within the larger project region during survey operations, and methods that will be instituted by the vehicle operator to reduce or eliminate potential impacts to marine wildlife during transit and survey operations.

Table 2 provides information on the seasonal variations in the marine wildlife that are expected to be or have been reported within the Project area.

**Table 2: Abundance Estimates for Marine Mammals and Reptiles of California Unless Otherwise Indicated**

Common Name Scientific Name	Population Estimate	Current Population Trend
<b>REPTILES</b>		
<b>Cryptodira</b>		
Olive Ridley turtle <i>Lepidochelys olivacea</i>	1.39 million (Eastern Tropical Pacific)**	Increasing
Green turtle <i>Chelonia mydas</i>	3,319-3,479** (Eastern Pacific Stock)	Increasing
Loggerhead turtle <i>Caretta caretta</i>	1,000 (California)**	Decreasing
Leatherback turtle <i>Dermochelys coriacea</i>	178 (California)**	Decreasing
<b>MAMMALS</b>		
<b>Mysticeti</b>		
California gray whale <i>Eschrichtius robustus</i>	18,017 (Eastern North Pacific Stock)	Fluctuating annually
Fin whale <i>Balaenoptera physalus</i>	2,624 (California/Oregon/Washington Stock)	Increasing off California
Humpback whale <i>Megaptera novaeangliae</i>	1,878 (California/Oregon/Washington Stock)	Increasing
Blue whale <i>Balaenoptera musculus</i>	2,046 (Eastern North Pacific Stock)	Unable to determine
Minke whale <i>Balaenoptera acutorostrata</i>	202 (California/Oregon/Washington Stock)	No long-term trends suggested
Northern right whale <i>Eubalaena japonica</i>	17 (based on photo-identification) (Eastern North Pacific Stock)	No long-term trends suggested
Sei whale <i>Balaenoptera borealls</i>	83 (Eastern North Pacific Stock)	No long-term trends suggested
<b>Odontoceti</b>		
Short-beaked common dolphin <i>Delphinus delphis</i>	343,990 (California/Oregon/Washington Stock)	Unable to determine
Long-beaked common dolphin <i>Delphinus capensis</i>	17,127 (California Stock)	Unable to determine
Dall's porpoise <i>Phocoenoides dalli</i>	32,106 (California/Oregon/Washington Stock)	Unable to determine
Harbor porpoise <i>Phocoena phocoena</i>	1,478 (Morro Bay Stock)	Increasing
Pacific white-sided dolphin <i>Lagenorhynchus oblliquidens</i>	21,406 (California/Oregon/Washington Stock)	No long-term trends suggested
Risso's dolphin <i>Grampus griseus</i>	4,913 (California/Oregon/Washington Stock)	No long-term trends suggested
Short-finned pilot whale <i>Globicephala macrorhynchus</i>	465 (California/Oregon/Washington Stock)	No long-term trends suggested

US Geological Survey - Pacific Coastal and Marine Geology Science Center  
Marine Wildlife Mitigation Plan – Ocean Beach Study

Bottlenose dolphin <i>Tursiops truncatus</i>	684 (California/Oregon/Washington Offshore Stock)	No long-term trends suggested
	290 (California Coastal Stock)	No long-term trends suggested
Northern right whale dolphin <i>Liisopelphis borealis</i>	6,019 (California/Oregon/Washington Stock)	No long-term trends suggested
Sperm whale <i>Physeter macrocephalus</i>	751 (California/Oregon/Washington Stock)	No long-term trends suggested
Killer whale <i>Orcinus orca</i>	85 (Eastern North Pacific Southern Resident Stock)	Decreasing
	162 (Eastern North Pacific Offshore Stock)	No long-term trends suggested
<b>Pinnipedia</b>		
California sea lion <i>Zalophus californianus</i>	141,842 (U.S. Stock)	Unable to determine; increasing in most recent three year period
Northern fur seal <i>Callorhinus ursinus</i>	5,395 (San Miguel Island Stock)	Increasing
Guadalupe fur seal <i>Arctocephalus townsendi</i>	3,028 (Mexico Stock) Undetermined in California	Increasing
Northern (Steller) sea lion <i>Eumetopias jubatus</i>	2,479 California Stock	Decreasing
Northern elephant seal <i>Mirounga angustirostris</i>	74,913	Increasing
Pacific harbor seal <i>Phoca vitulina richardsi</i>	31,600	Stable
<b>Fissipedia</b>		
Southern sea otter <i>Enhydra lutris nereis</i>	2,711*	Unable to determine

Estimates provided by National Marine Fisheries Service (NOAA Fisheries 2011) \*

Estimate provided by USGS (2010)

\*\* Estimates provided by National Marine Fisheries Service (NMFS) (2004), Marquez, et al. (2002), Eguchi et al. (2007), Benson et al. (2007), and NMFS (2007). Estimates are based on number of current numbers of nesting females.

During the transit periods, there is a potential for encountering marine wildlife. Table 3 lists those species that are likely to occur in the survey area

**Table 3. Marine Wildlife Species and Most Likely Periods of Occurrence within the Survey Area**

Family Common Name	Month of Occurrence <sup>&lt;1)</sup>											
	J	F	M	A	M	J	J	A	S	O	N	D
<b>REPTILES</b>												
<b>Cyrtodira</b>												
Olive Ridley turtle (T) <sup>(2)</sup>												
Green turtle (T) <sup>(1),(2)</sup>												
Loggerhead turtle (T) <sup>(2)</sup>												
Leatherback turtle (E) <sup>(2)</sup>												
<b>MAMMALS</b>												
<b>Mysticeti</b>												
California gray whale												
Blue whale (E)												
Fin whale (E)												
Humpback whale (E)												
Minke whale												
Sei whale (E)												
Northern right whale (E)												
<b>Odontoceti</b>												
Short-beaked common dolphin												
Dall's porpoise												
Harbor porpoise												
Long-beaked common dolphin												
Pacific white-sided dolphin												
Risso's dolphin												
Sperm whale												
Short-finned pilot whale												
Bottlenose dolphin												
Northern right whale dolphin												
Killer whale												
<b>Pinnipedia</b>												
Northern fur seal <sup>(3)</sup>												
California sea lion												
Northern elephant seal <sup>(4)</sup>												
Pacific harbor seal												
Guadalupe fur seal (T)												
Steller sea lion												
<b>Fissipedia</b>												
Southern sea otter (T) <sup>(5)</sup>												
Relatively uniform distribution		Not expected to occur						Most likely to occur due to seasonal distribution				

(E) Federally listed endangered species.

(T) Federally listed threatened species.

(1) Not Used

(2) Rarely encountered, but may be present year-round. Greatest abundance during July through September.

(3) Only a small percent occur over continental shelf (except near San Miguel rookery, May-November).

(4) Common near land during winter breeding season and spring molting season.

(5) Only nearshore (diving limit 100 feet).

Sources: Bonnell and Dailey (1993), NOAA Fisheries (2011), NCCOS (2007)

## **4.0 ONBOARD MITIGATIONS**

### **4.1 Fishing Gear Clearance**

In addition to submitting the required Notice to Mariners that will advise commercial fishers of pending on-water activities, prior to the start of each survey day the vehicles will traverse the proposed survey corridor for that day to note and record the presence of deployed fishing gear. No survey lines within 30 m (100 ft) of the observed fishing gear will be completed. The survey crew will not remove or relocate any fishing gear; removal or relocation will only be accomplished by the owner or by an authorized CDFG agent.

### **4.3 Marine Wildlife Monitoring**

NOAA does not require exclusion/safety zones to be monitored for this survey. The operational source level for these survey operations is 93 dB RMS at 200 kHz, well below the maximum 160 dB sound level considered safe for operating in the proximity of marine mammals. Because there is only one CPS operator on board the survey vehicle during survey operation, their primary responsibilities during survey operations is the safe operation of the vehicle and operation of the data acquisition system, it is not possible for them to log wildlife observation data. However, the operator will provide a narrative of any sightings or encounters with marine wildlife during the day's survey operations and these narratives will be provided in the summary report for each survey.

### **4.3 Mitigations During Transit and Survey**

The research vehicles will transit during daylight hours from the USCG Golden Gate Station at Fort Baker. During transits, there is a potential for encountering marine wildlife and the vehicle operators will take every precaution to avoid close proximity to wildlife. During transits, the vehicle will maintain a minimum distance of 100 m (1,640 ft.) from observed animals. If the vehicle operator observes a marine mammal within the path of the transiting vehicle, they will immediately slow the vehicle and/or change course in order to avoid contact.

Cetaceans (whales) vary in their swimming patterns and duration of dives and therefore all shipboard personnel will be watchful as the vehicle crosses the path of a whale or anytime whales are observed in the area.

If whales are observed during transits, the vehicle operator will institute the following measures:

- Maintain a minimum distance of 100 m from sighted whales;
- Do not cross directly in front of or across the path of sighted whales;
- When transit directions is parallel to whale path, maintain constant speed that is not greater than the whales speed, or alter transit direction away from whale path;
- Do not position the vehicle in such a manner to separate female whales from their

calves;

- If a whale engages in evasive or defensive action, slow the vehicle and move away from the animal until the animal calms or moves out of the area.

During survey operations, the vehicle will maintain survey a speed of approximately 4 knots and will maintain a heading that coincides with survey track lines. If marine wildlife is observed within the vicinity of the vehicle, the vehicle operator will take precautions to avoid collision, ending and restarting the track line survey if necessary.

If a collision with marine wildlife occurs, the vehicle operator will document the conditions under which the accident occurred, including the following:

- Location of the vehicle when the collision occurred (latitude and longitude);
- Date and time;
- Speed and heading of the vehicle;
- Observed conditions (e.g., wind speed and direction, swell height, visibility in miles or kilometers, and presence of rain or fog);
- Species of marine wildlife contacted; and
- Organization, vehicle ID and name of master in charge of the vehicle at time of accident.

In accordance with NOAA requirements, after a collision, the vehicle should stop, if safe to do so. The vehicle may proceed after confirming that it will not further damage the animal by doing so. The vehicle will then communicate by radio or telephone all details to the vehicle's base of operations. The PCMG Marine Operations Superintendent will contact the Stranding Coordinator, NMFS, Southwest Region, Long Beach, to obtain instructions. Alternatively, the vehicle captain may contact the NMFS Stranding Coordinator directly using the marine operator to place the call or directly from an onboard telephone, if available to:

**NOAA Southwest Regional Stranding  
Coordinator  
National Marine Fisheries Service  
501 West Ocean Blvd, Suite 4200  
Long Beach, CA 90802-4213  
562-980-4017  
Contact: Justin Viezbicke  
Email: [justin.viezbicke@noaa.gov](mailto:justin.viezbicke@noaa.gov)**

It is unlikely that the vehicle will be asked to stand by until NOAA or CDFG personnel arrive, however this will be determined by the Stranding Coordinator. According to the MMPA, the vehicle operator is not allowed to aid injured marine wildlife or recover the carcass unless requested to do so by the NOAA Stranding Coordinator.

Although NOAA has primary responsibility for marine mammals in both state and federal waters, the CDFG will also be advised that an incident has occurred in state waters affecting a protected species. Reports should be communicated to the federal and state agencies listed below:

<b>Federal</b> Justin Viezbicke, California Stranding Coordinator National Marine Fisheries Service Long Beach, California (562) 980-4017	<b>State</b> Enforcement Dispatch Desk California Department of Fish and Wildlife Long Beach, California (562)590-5132	<b>State</b> California State Lands Commission Division of Environmental Planning and Management Sacramento, California (916) 574-1938
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#### 4.4 Operational Measures

##### Soft Start

The soft-start technique required for sonar equipment operating above the hearing threshold for marine mammals at 200 kHz is predicated on research investigations of low frequency side lobes for 200 kHz sonar systems (Deng et al., 200 kHz Commercial Sonar Systems Generate Lower Frequency Side Lobes Audible to Some Marine Mammals, PLOS ONE, 2014). This work was based on a measured 90 kHz sub harmonic at 141 dB re. 1 $\mu$ PA @ 1m generated by a 200 kHz sonar signal at 195 dB re. 1 $\mu$ PA @ 1m and a marine mammal hearing threshold of 70 dB . Modeling of our system's equivalent source levels based on their measurements, our echo sounder would generate a 90 kHz harmonic at 69 dB re. 1 $\mu$ PA @ 1m, which is below the hearing threshold of concern, within 1 m from the vehicle. We conclude from this that a soft start technique has no practical application for our survey operations. However, we nonetheless intend to take a conservative approach by increasing power upon startup at a 25% increase in power from zero to our operational power level of 93 dB over a five minute period.

##### Wildlife Monitoring

Marine wildlife monitoring will not be required by onboard personnel for these operations, but the operator will provide a narrative of any observations that occur within the survey area.. Because the survey echo sounder operated above 200 kHz, no safety zone is required. However, USGS will take the following precautionary measures:

- Not approach within 91 m of the haul-out site (consistent with NMFS guidelines);
- Expedite survey activity in this area in order to minimize the potential for disturbance of pinnipeds on land;
- Pinniped haul out site location is given in Table 4.
- The vehicle will continuously monitor the daily survey area to ascertain the presence, species and location of any marine wildlife is apparent in the intended survey area. The



vehicle master and onboard personnel will be watchful whales or marine mammals are observed in the area. The vehicle operator shall observe the following guidelines:

- Make every effort to maintain distance from sighted marine mammals and other marine wildlife;
- Do not cross directly in front of (perpendicular to) migrating whales or any other marine mammal or turtle;
- When paralleling marine mammals or turtles, the vehicle will operate at a constant speed that is not faster than that of the animals;
- Care will be taken to ensure female whales are not separated from their calves; and, if a whale engages in evasive or defensive action, the vehicle will reduce speed or stop until the animal calms or moves out of the area.

**Table 4 Pinniped Haul Out Locations**

LOCATION	SPECIES	LATITUDE	LONGITUDE
Half Moon Bay, CA	Harbor Seal	37.50	-122.49
Francis Beach, Half Moon Bay, CA	Guadalupe Fur Sea	37.47	-122.45
Pillar Point reef, El Granada, CA	Harbor Seal	37.50	-122.50

#### Vehicle Speed

The CPS operator will refrain from erratic operating behavior when transiting to the survey site and shall operate at, or less than, a speed of approximately 4 knots once on survey station.

#### *Limitations on equipment usage*

Limitations on the frequency, pulse length, and pulse rate will be implemented to reduce potential harmful noises. The shortest possible pulse length and lowest pulse rate (pings per second) will be used, dependent on water depth.

## **4.5 Monitoring Reporting**

A Post Survey Field Operations and Compliance Report will be submitted to CSLC staff as soon as possible but no more than 30 days after the completion of survey activities.

**U.S. GEOLOGICAL SURVEY  
PACIFIC COASTAL AND MARINE GEOLOGY SCIENCE CENTER**

**MANAGEMENT OF ACCIDENTAL DISCHARGE AND VESSEL INCIDENTS  
DURING OFFSHORE GEOPHYSICAL SURVEYS**

**1.0 INTRODUCTION**

The survey operations will be conducted using two USGS personal watercraft (jet skis) that comprise our Coastal Profiling Systems (CPS). Because of the vehicle's small size, it is anticipated that response to any operational spills will be quickly identified and response will be initiated quickly and efficiently by the vehicle operator. Oil spills in United States (U.S.) marine waters shall be reported immediately.

**2.0 OPERATIONAL SPILLS**

Operational spills might involve one or more of the following substances carried on board the vehicles: (i) fuel and (ii) lube oil. The vehicles are equipped with woven polypropylene sheets (5 sheets) for rapid absorption of surface oil and protective gloves (1 pair), and a disposal bag (1). This oil spill materials are located in saddle bags on the side of the vehicle. This spill kit is rated to clean up .25 gallons of liquid. All of the liquids (listed below) that could cause a hazardous spill are either in the fuel tank or in the vehicle engine. Spill occurrence will likely be during fueling, in the event of grounding or if any instance occurred that punctured the gas tank. In the event a spill occurred in the engine compartment, the oil spill kit would be used to contain the hazardous liquids and the bilge would not be emptied until it could be pumped out at a hazardous waste facility. We do not anticipate a spill of greater than .25 gallons.

**(i) Fuel:**

A spill kit shall be available for use in the event of a spill. If the fuel is spilled on the deck, it shall be immediately removed, bagged and disposed of at an appropriate hazardous waste reception facility. In the event of spillage in the water, the vessel master shall notify the Coast Guard and port facility.

**(ii) Lube oil:**

A spill kit shall be available for use in the event of a spill. If the oil is spilled in the machinery space, it shall be immediately removed, bagged and disposed of at an appropriate hazardous waste reception facility. In the event of spillage in the water, the vehicle operator shall notify the Coast Guard and port facility.

### **3.0 EMPLOYEE TRAINING ON OIL SPILL CONTINGENCY PLAN**

Prior to the launching of the vessel for any activities, all captain and crew members on the vessel will have read the Oil Spill Contingency Plan, understand procedures to be implemented in the event of an oil spill, and know where the oil spill kit is located on the vessel.

### **4.0 VESSEL FUELING**

All vessel fueling will be conducted at an approved docking facility. No cross vessel fueling will be performed. Appropriate spill avoidance measures during filling procedures will be observed. Refueling of the CPS is not allowed at the shoreline unless there is a compelling reason to do so and sufficient spill response equipment to address a spill is on site (i.e., sorbent and containment materials equal to approximately one-third the capacity of the fuel tank).

### **5.0 PRIORITY ACTIONS TO ENSURE PERSONNEL AND VESSEL SAFETY**

Safety of vehicle operators and the vehicles are paramount. In the event that a crewman's injuries require outside emergency assistance, the PCMG safety officer shall be contacted immediately and emergency personnel contacted. While awaiting emergency assistance, the on board vessel master or qualified vessel crew personnel will render first aid and/or CPR. The nearest emergency medical facilities for this area is:

Seton Medical Center  
600 Marine Blvd, Moss Beach, CA 94038  
(650) 563-7100

### **6.0 MITIGATING ACTIVITIES**

If safety of both the vessel and the personnel has been addressed, the vessel master shall care for the following issues:

- Assessment of the situation and monitoring of all activities as documented evidence.
- Care for further protection of the personnel, use of protective gear, assessment of further risk to health and safety.
- Containment of the spilled material by absorption and safe disposal within leak proof containers of all used material onboard until proper delivery ashore, with due consideration to possible fire risk.
- Decontamination of personnel after finishing the cleanup process.

## 7.0 EMERGENCY CONTACTS FOR STATE AND FEDERAL AGENCIES

Emergency numbers for U.S.C.G. for the San Francisco and Central Coast Areas are:

Pacific SAR Coordinator - Alameda: 510-437-3700

Rescue Coordination Center, Alameda: 510-437-3700

Any oil spill in U.S. marine waters shall be reported immediately to the following state and agencies:

West Coast Oil Spill hot-line	800-OELS-911, <i>or</i>
Department of Fish and Game CalTIP	888-CFG-CALTip
(Californians Turn In Poachers & Polluters)	(888-334-2258), <i>and</i>
U.S. Coast Guard National Response Center	800-424-8802
California Office of Emergency Services (OES)	800-OILS-911 or 800-852-7550.

During the phone call, the following information will be given over the phone.

- a. Name and telephone number of caller.
- b. Spill location
- c. What was spilled (oil, gas, diesel, etc.)
- d. Estimated size of spill
- e. The date & time spill was identified (same day).
- f. Any oiled or threatened wildlife
- g. Source of spill, if known
- h. Activity observed at the spill site

After taking the necessary actions, the spill will be reported in writing to the Governor's Office of Emergency Services on their forms.

Additionally, California Department of Fish and Game certified wildlife rescue/response organizations will be contacted about the spill. In the Southern California area, these include the following contacts:

Oiled Wildlife Care Network  
1-877-UCD-OWCN

Animal Advocates  
323-651-1336

California Wildlife Center  
310-458-9453

South Bay Wildlife Rehab  
310-378-9921

**U.S. GEOLOGICAL SURVEY  
PACIFIC COASTAL AND MARINE GEOLOGY SCIENCE CENTER  
GEOPHYSICAL SOUND SOURCE SYSTEMS MAINTENANCE RECORD**

**Odom Echotrac CV-100 Echo Sounder - 200 kHz Serial # 26067**


**1.0 Introduction**

The USGS Pacific Coastal and Marine Science Center (PCMSC) owns and operates a broad range of geophysical sound sources, seafloor mapping systems, geologic and geotechnical sediment sampling systems, and oceanographic instrument systems. This requires considerable technical and operational support to successfully undertake and complete its field programs. Operational and technical support for these systems is provided by the PCMG Marine Operations Facility (Marfac) in Santa Cruz, CA. Our Marfac group is staffed by a team of ten ocean engineers, electronics technicians, and marine engineering technicians. They operate, maintain and repair all geophysical and oceanographic systems used to support all of PCMGSC's scientific field operations.

The Odom Echotrac ECTV-100 echo sounder is owned and operated by PCMSC. This system has been thoroughly checked, tested and calibrated according to the manufacturer's (Teledyne Odom) recommended procedures. This system is comprised of the Echotrac CV-100 Acquisition Controller/Power supply (Serial # 26067) and a 200 kHz transducer, Model # SMBB200-9. The results of this evaluation confirm the echo sounder system to be operating at Teledyne Odom's stated specifications in all regards.

System checkout includes physical inspection of all components, cables, connectors and electronics for any signs of corrosion, wear or damage, all necessary cleaning and full functionality checks.

These procedures were followed by a full at-sea check of all system parameters in order to confirm system performance meets specs. The Odom Echotrac CV-100 is fully compliant with Teledyne Odom stated capabilities and specifications.



Jackson Currie – Electronics Technician

05/09/18

Date

**U.S. GEOLOGICAL SURVEY  
PACIFIC COASTAL AND MARINE GEOLOGY SCIENCE CENTER  
GEOPHYSICAL SOUND SOURCE SYSTEMS MAINTENANCE RECORD**

**Odom Echotrac CV-100 Echo Sounder - 200 kHz Serial # 26331**

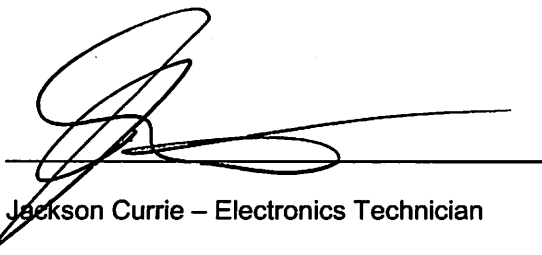
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